

§ 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographic positions:

<i>Latitude</i>	<i>Longitude</i>
36°58.66' N	75°48.63' W
36°56.79' N	75°55.08' W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°59.14' N	75°48.88' W
36°57.24' N	75°55.34' W

(c) An outbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°56.29' N	75°54.93' W
36°58.18' N	75°48.48' W

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

§ 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°50.33' N	75°46.29' W
36°52.90' N	75°51.52' W
36°55.96' N	75°54.97' W
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W
36°54.44' N	75°56.09' W
36°51.59' N	75°52.92' W
36°48.87' N	75°47.42' W

(c) A deep-water route is established between lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W

(d) The following vessels should use the deep-water route established in paragraph (c) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water).

(2) Naval aircraft carriers.

(e) It is recommended that a vessel using the deep-water route established in paragraph (c) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(f) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[CGD 90–039, 59 FR 21937, Apr. 28, 1994, as amended by 59 FR 28449, June 1, 1994]

ATLANTIC GULF COAST

§ 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(1) 29° 18.10' N	94° 39.20' W
(2) 29° 16.10' N	94° 37.00' W
(3) 29° 18.00' N	94° 34.90' W
(4) 29° 19.40' N	94° 37.10' W
(5) 29° 19.80' N	94° 38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(6) 29° 17.13' N	94° 35.86' W
(7) 29° 09.55' N	94° 25.80' W
(8) 29° 09.41' N	94° 25.95' W
(9) 29° 17.00' N	94° 36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line

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connecting the following geographical positions:

Latitude	Longitude
(3) 29° 18.00' N	94° 34.90' W
(10) 29° 11.20' N	94° 24.00' W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29° 16.10' N	94° 37.00' W
(11) 29° 07.70' N	94° 27.80' W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(11) 29° 07.70' N	94° 27.80' W
(12) 29° 06.40' N	94° 26.20' W
(13) 29° 06.40' N	94° 23.90' W
(14) 29° 09.10' N	94° 20.60' W
(10) 29° 11.20' N	94° 24.00' W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983. Redesignated by CGD 84-004, 52 FR 33589, Sept. 4, 1987; CGD 89-019, 54 FR 28062, July 5, 1989; 54 FR 51972, Dec. 19, 1989]

PART 168—ESCORT REQUIREMENTS FOR CERTAIN TANKERS

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AUTHORITY: Section 4116(c), Pub. L. 101-380, 104 Stat. 520 (46 U.S.C. 3703 note).

SOURCE: CGD 91-202, 59 FR 42968, Aug. 19, 1994, unless otherwise noted.

§ 168.01 Purpose.

(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90)

(Pub. L. 101-380). The regulations will reduce the risk of oil spills from laden, single hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.

(b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways to be traversed, other vessel traffic, and anticipated weather, tide, and sea conditions, which may require reduced speeds, greater assistance from escort vessels, or other operational precautions.

§ 168.05 Definitions.

As used in this part—

Disabled tanker means a tanker experiencing a loss of propulsion or steering control.

Escort transit means that portion of the tanker's voyage through waters where escort vessels are required.

Escort vessel means any vessel that is assigned and dedicated to a tanker during the escort transit, and that is fendered and outfitted with towing gear as appropriate for its role in an emergency response to a disabled tanker.

Laden means transporting in bulk any quantity of applicable cargo, except for clingage and residue in otherwise empty cargo tanks.

Single hull tanker means any self-propelled tank vessel that is not constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

Tanker master means the licensed on-board person in charge of the tanker.

Tanker owner or operator means the owner or shoreside organization (individual, corporation, partnership, or association), including a demise charterer, responsible for the overall management and operation of the tanker.